

Listing of Claims/Amendments to the Claims.

The list of claims that follows will replace all prior versions in the application.

1. (Currently Amended) A method for monitoring tire pressure in a vehicle having at least four wheels and wheel sensors, said method comprising the steps of sensing wheel sensor signal pulses associated with wheel rotation of each of said at least four wheels, and determining travel distances covered by each of said at least four wheels by counting said wheel sensor signal pulses for each of said at least four wheels, summing said travel distances covered by each of said at least four wheels along diagonal groupings of said at least four wheels relative to the arrangement of said at least four wheels on said vehicle, comparing the sums of said travel distances for each diagonal grouping of said at least four wheels, and recognizing an insufficient tire pressure condition when said sums differ from one another by more than a preselected limit value.

2. (Canceled)

3. (Canceled)

4. (Canceled)

5. (Currently Amended) The method according to claim 31, wherein the step of determining said travel distances covered by each of said at least four wheels is carried out in a plurality of monitoring cycles, and further comprising the step of recognizing an insufficient tire pressure condition when deviations of the sums of said travel distances for diagonal groupings of said at least four wheels exceed a preselected limit value for said monitoring cycles.

6. (Canceled)

7. (Previously Presented) The method according to claim 1, wherein half waves of said wheel sensor signal pulses are counted in said step of determining said travel distances covered by each of said at least four wheels.

8. (Currently Amended) The method according to claim 31, further comprising the steps of ascertaining whether the sums of said travel distances for each diagonal grouping of said at least four wheels have one of positive and negative and zero values, and determining the location of a wheel exhibiting an insufficient tire pressure based on whether said sums are one of positive and negative and zero.

9. (Canceled)

10. (Canceled)

11. (Canceled)

12. (Canceled)

13. (Previously Amended) A tire pressure monitoring system for a vehicle having a plurality of wheels, a plurality of axles for supporting said wheels, and an anti-lock braking system including a control unit, said monitoring system comprising wheel sensors on at least one of said wheels of at least one of said axles for sensing at least one of travel distances covered by said wheels and rotational speed of said wheels, said control unit adapted to evaluate said at least one of travel distances and rotational speed to account for change caused by driving operation, means for directly measuring tire inflation pressure of at least one of said wheels of at least one of said axles to corroborate said change caused by tire pressure decrease, and means for generating a warning signal when said change caused by tire pressure decrease exceeds a preselected limit value.

14. (Canceled)

15. (Canceled)

16. (Previously Amended) A tire pressure monitoring system for a vehicle having a plurality of wheels, a plurality of axles for supporting said wheels, and an anti-lock braking system including a control unit, said monitoring system comprising wheel sensors on at least one of said wheels of at least one of said axles for sensing attributes associated with wheel rotation, said control unit adapted to logically combine said attributes and to evaluate said attributes with respect to change of rolling radii of said wheels and to account for change of said attributes caused by driving operation, means for directly measuring tire inflation pressure of at least one of said wheels of at least one of said axles to corroborate said change of said attributes caused by tire pressure decrease, said tire inflation pressure measuring means including at least one wheel electronics package having a pressure sensor and an HF transmitter for transmitting said measured tire inflation pressure, a receiver/evaluation device for receiving said measured tire inflation pressure and comparing said tire inflation pressure with a preselected setpoint pressure, and means for generating a warning signal when at least one of (i) said change of said attributes caused by tire pressure decrease exceeds a preselected limit value and (ii) the difference between said measured tire inflation pressure and setpoint pressure exceeds a preselected threshold value.

17. (Original) The tire pressure monitoring system according to claim 16 wherein said at least one wheel electronics package is disposed on at least one of said wheels.

18. (Original) The tire pressure monitoring system according to claim 16, wherein said at least one wheel electronics package is disposed on said vehicle.

19. (Original) The tire pressure monitoring system according to claim 16, wherein said wheel sensors and said at least one wheel electronics package are provided for each of said wheels of all of said axles.

20. (Previously Presented) A tire pressure monitoring system for a vehicle having a plurality of wheels, first, second and third axles for supporting said wheels, and an anti-lock braking system including a control unit, said monitoring system comprising wheel sensors provided on said wheels of said first and second axles for sensing attributes associated with wheel rotation, said control unit adapted to logically combine said attributes and to evaluate said attributes with respect to change of rolling radii of said wheels and to account for change of said attributes caused by driving operation, a tire pressure measuring system for measuring the tire inflation pressure of at least one of said wheels of at least one of said axles, said tire pressure measuring system including at least one wheel electronics package provided for said wheels of said first, second and third axles, said at least one wheel electronics package having a pressure sensor and a transmitter for transmitting said measured tire inflation pressure, a receiver/evaluation device for receiving said measured tire inflation pressure and comparing said tire inflation pressure with a preselected setpoint pressure, and means for generating a warning signal when at least one of (i) said change of said attributes caused by tire pressure decrease exceeds a preselected limit value and (ii) the difference between said tire inflation pressure and said setpoint pressure exceeds a preselected threshold value.

21. (Previously Presented) A tire pressure monitoring system for a vehicle having a plurality of wheels, first, second and third axles for supporting said wheels, and an anti-lock braking system including a control unit, said monitoring system comprising wheel sensors provided on said wheels of said first and second axles for sensing attributes associated with wheel rotation, said control unit adapted to logically combine said attributes and to evaluate said attributes with respect to change of rolling radii of said wheels and to account for change of said attributes caused by driving operation, a tire pressure measuring system for measuring the tire inflation pressure of at least one of said wheels of at least one of said axles, said tire pressure measuring system including at least one wheel electronics package provided for said wheels of said second and third axles, said at least one wheel electronics package having a pressure sensor and a transmitter for transmitting said measured tire inflation pressure, a receiver/evaluation device for receiving said measured tire inflation pressure and comparing said tire inflation pressure with a preselected setpoint pressure, and means for generating a warning signal when at least one of (i) said change of said attributes caused by tire pressure decrease exceeds a preselected limit value and (ii) the difference between said tire inflation pressure and said setpoint pressure exceeds a preselected threshold value.

22. (Previously Presented) A tire pressure monitoring system for a vehicle having a plurality of wheels, first, second and third axles for supporting said wheels, and an anti-lock braking system including a control unit, said monitoring system comprising wheel sensors provided on said wheels of said first and second axles for sensing attributes associated with wheel rotation, said control unit adapted to logically combine said attributes and to evaluate said attributes with respect to change of rolling radii of said wheels and to account for change of said attributes caused by driving operation, a tire pressure measuring system for measuring the tire

inflation pressure of at least one of said wheels of at least one of said axles, said tire pressure measuring system including at least one wheel electronics package provided for said wheels of said first and third axles, said at least one wheel electronics package having a pressure sensor and a transmitter for transmitting said measured tire inflation pressure, a receiver/evaluation device for receiving said measured tire inflation pressure and comparing said tire inflation pressure with a preselected setpoint pressure, and means for generating a warning signal when at least one of (i) said change of said attributes caused by tire pressure decrease exceeds a preselected limit value and (ii) the difference between said tire inflation pressure and said setpoint pressure exceeds a preselected threshold value.

23. (Previously Presented) A tire pressure monitoring system for a vehicle having a plurality of wheels, first, second and third axles for supporting said wheels, and an anti-lock braking system including a control unit, said monitoring system comprising wheel sensors provided on said wheels of said first and second axles for sensing attributes associated with wheel rotation, said control unit adapted to logically combine said attributes and to evaluate said attributes with respect to change of rolling radii of said wheels and to account for change of said attributes caused by driving operation, a tire pressure measuring system for measuring the tire inflation pressure of at least one of said wheels of at least one of said axles, said tire pressure measuring system including at least one wheel electronics package provided for said wheels of said third axle, said at least one wheel electronics package having a pressure sensor and a transmitter for transmitting said measured tire inflation pressure, a receiver/evaluation device for receiving said measured tire inflation pressure and comparing said tire inflation pressure with a preselected setpoint pressure, and means for generating a warning signal when at least one of (i) said change of said attributes caused by tire pressure decrease exceeds a preselected limit value

and (ii) the difference between said tire inflation pressure and said setpoint pressure exceeds a preselected threshold value.

24. (Previously Presented) A tire pressure monitoring system for a vehicle having a plurality of wheels, first, second and third axles for supporting said wheels, and an anti-lock braking system including a control unit, said monitoring system comprising wheel sensors provided on said wheels of said first, second and third axles for sensing attributes associated with wheel rotation, said control unit adapted to logically combine said attributes and to evaluate said attributes with respect to change of rolling radii of said wheels and to account for change of said attributes caused by driving operation, a tire pressure measuring system for measuring the tire inflation pressure of at least one of said wheels of at least one of said axles, said tire pressure measuring system including at least one wheel electronics package provided for said wheels of said first axle, said at least one wheel electronics package having a pressure sensor and a transmitter for transmitting said measured tire inflation pressure, a receiver/evaluation device for receiving said measured tire inflation pressure and comparing said tire inflation pressure with a preselected setpoint pressure, and means for generating a warning signal when at least one of (i) said change of said attributes caused by tire pressure decrease exceeds a preselected limit value and (ii) the difference between said tire inflation pressure and said setpoint pressure exceeds a preselected threshold value.

25. (Previously Presented) A tire pressure monitoring system for a vehicle having a plurality of wheels, first, second and third axles for supporting said wheels, and an anti-lock braking system including a control unit, said monitoring system comprising wheel sensors provided on said wheels of said first, second and third axles for sensing attributes associated with wheel rotation, said control unit adapted to logically combine said attributes and to evaluate said

attributes with respect to change of rolling radii of said wheels and to account for change of said attributes caused by driving operation, a tire pressure measuring system for measuring the tire inflation pressure of at least one of said wheels of at least one of said axles, said tire pressure measuring system including at least one wheel electronics package provided for said wheels of said first and second axles, said at least one wheel electronics package having a pressure sensor and a transmitter for transmitting said measured tire inflation pressure, a receiver/evaluation device for receiving said measured tire inflation pressure and comparing said tire inflation pressure with a preselected setpoint pressure, and means for generating a warning signal when at least one of (i) said change of said attributes caused by tire pressure decrease exceeds a preselected limit value and (ii) the difference between said tire inflation pressure and said setpoint pressure exceeds a preselected threshold value.

26. (Previously Presented) A tire pressure monitoring system for a vehicle having a plurality of wheels, first, second and third axles for supporting said wheels, and an anti-lock braking system including a control unit, said monitoring system comprising wheel sensors provided on said wheels of said first, second and third axles for sensing attributes associated with wheel rotation, said control unit adapted to logically combine said attributes and to evaluate said attributes with respect to change of rolling radii of said wheels and to account for change of said attributes caused by driving operation, a tire pressure measuring system for measuring the tire inflation pressure of at least one of said wheels of at least one of said axles, said tire pressure measuring system including at least one wheel electronics package provided for said wheels of said first and third axles, said at least one wheel electronics package having a pressure sensor and a transmitter for transmitting said measured tire inflation pressure, a receiver/evaluation device for receiving said measured tire inflation pressure and comparing said tire inflation pressure with

a preselected setpoint pressure, and means for generating a warning signal when at least one of (i) said change of said attributes caused by tire pressure decrease exceeds a preselected limit value and (ii) the difference between said tire inflation pressure and said setpoint pressure exceeds a preselected threshold value.

27. (Original) The tire pressure monitoring system according to claim 16, wherein said receiver/evaluation device is integrated into said control unit.

28. (Original) The tire pressure monitoring system according to claim 16, further comprising a controller area network interface for controlling the transmission and reception of signals representing said measured tire inflation pressure.

29. (Original) The tire pressure monitoring system according to claim 16, further comprising a microcontroller for receiving signals representing said measured tire inflation pressure from said at least one wheel electronics package.

30. (Previously Presented) A tire pressure monitoring system for a vehicle having second and third axles, dual sets of tires on each of said second and third axles, and an anti-lock braking system including a control unit, said monitoring system comprising wheel sensors provided on said wheels of said second and third axles for sensing attributes associated with wheel rotation, said control unit adapted to logically combine said attributes and to evaluate said attributes with respect to change of rolling radii of said wheels and to account for change of said attributes caused by driving operation, a tire pressure measuring system for measuring the tire inflation pressure of at least one of said wheels of at least one of said second and third axles, said tire pressure measuring system including at least one wheel electronics package provided for all of said dual sets of tires, said at least one wheel electronics package having a pressure sensor and a transmitter for transmitting said measured tire inflation pressure, a receiver/evaluation

device for receiving said measured tire inflation pressure and comparing said tire inflation pressure with a preselected setpoint pressure, and means for generating a warning signal when at least one of (i) said change of said attributes caused by tire pressure decrease exceeds a preselected limit value and (ii) the difference between said tire inflation pressure and said setpoint pressure exceeds a preselected threshold value.

31. (Original) The tire pressure monitoring system according to claim 16, wherein said at least one wheel electronics package includes an identifier which is transmitted during transmission of said measured tire inflation pressure.

32. (Previously Amended) The tire pressure monitoring system according to claim 13, further comprising at least one microcontroller for receiving signals from said wheel sensors and counting periods of said signals to determine said travel distances covered by said wheels.

33. (Previously Amended) A method for monitoring tire pressure in a vehicle having a plurality of wheels, a plurality of axles for supporting said wheels, and an anti-lock braking system including a control unit and wheel sensors, said method comprising the steps of sensing wheel sensor signal pulses associated with wheel rotation of each of said wheels and counting said wheel sensor signal pulses for each of said wheels to determine travel distance covered by each of said wheels, summing said travel distances along diagonal groupings of said wheels relative to the arrangement of said wheels on said vehicle, comparing the sums of said travel distances for each diagonal grouping of said wheels, measuring the tire inflation pressure of at least one of said wheels of at least one of said axles utilizing a tire pressure measuring apparatus, comparing said tire inflation pressure with a preselected setpoint pressure, recognizing an insufficient tire pressure condition and generating a warning signal when at least one of (i)

said sums differ from one another by more than a preselected limit value and (ii) the difference between said tire inflation pressure and said setpoint pressure exceeds a preselected threshold value.

34. (Previously Amended) The method according to claim 33, further comprising the step of ascertaining whether the sums of said travel distances for each diagonal grouping of said wheels have one of positive and negative and zero values, and determining the location of a wheel exhibiting an insufficient tire pressure based on whether said sums yield one of positive and negative and zero values.

35. (Previously Amended) The method according to claim 33, wherein the steps of sensing wheel sensor signal pulses associated with wheel rotation of each of said wheels and counting said wheel sensor signal pulses for each of said wheels to determine travel distance covered by each of said wheels is carried out in a plurality of monitoring cycles, and further comprising the step of recognizing an insufficient tire pressure condition when deviations of the sums of said travel distances for diagonal groupings of said wheels exceed a preselected limit for said monitoring cycles.

36. (Canceled)

37. (Canceled)

38. (Canceled)

39. (Previously Amended) The method according to claim 33, wherein half waves of said wheel sensor signal pulses are counted in said step of counting said wheel sensor signal pulses for each of said wheels.